

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT
GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **29-SEP-2020** TIME: **1715** HOURS

2. OPERATOR: **Shell Offshore Inc.**

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR:

REPRESENTATIVE:

TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER **Load Strike**

3. OPERATOR/CONTRACTOR REPRESENTATIVE/SUPERVISOR
ON SITE AT TIME OF INCIDENT:

4. LEASE: **G32954**

AREA: **AC** LATITUDE:

BLOCK: **380** LONGITUDE:

5. PLATFORM:

RIG NAME: **NOBLE GLOBETROTTER II**

6. ACTIVITY:

- EXPLORATION(POE)
- DEVELOPMENT/PRODUCTION
(DOCD/POD)

7. TYPE:

INJURIES:

HISTORIC INJURY

OPERATOR CONTRACTOR

REQUIRED EVACUATION

LTA (1-3 days)

LTA (>3 days)

RW/JT (1-3 days)

RW/JT (>3 days)

FATALITY

Other Injury

POLLUTION

FIRE

EXPLOSION

LWC HISTORIC BLOWOUT

UNDERGROUND

SURFACE

DIVERTER

SURFACE EQUIPMENT FAILURE OR PROCEDURES

COLLISION HISTORIC >\$25K <=\$25K

8. OPERATION:

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO.
- OTHER

9. CAUSE:

- EQUIPMENT FAILURE
- HUMAN ERROR
- EXTERNAL DAMAGE
- SLIP/TRIP/FALL
- WEATHER RELATED
- LEAK
- UPSET H2O TREATING
- OVERBOARD DRILLING FLUID
- OTHER **Work Environment**

10. WATER DEPTH: **5307** FT.

11. DISTANCE FROM SHORE: **153** MI.

12. WIND DIRECTION:
SPEED: M.P.H.

13. CURRENT DIRECTION:
SPEED: M.P.H.

14. SEA STATE: FT.

15. PICTURES TAKEN:

16. STATEMENT TAKEN:

17. INVESTIGATION FINDINGS:

On 29 September 2020, at approximately 17:15 hours, Shell Offshore Inc had a crane incident onboard the Noble Globetrotter II while conducting drilling operations at Alaminos Canyon (AC) Block 380. The incident involved a crane lifting a riser spider/ gimbal. During the lift, the riser spider/ gimbal contacted a handrail which resulted in a dropped object. There were no injuries as a result of the incident. At 20:53 hours on 29 September 2020, Shell Offshore Inc. reported the incident to the Bureau of Safety and Environmental Enforcement (BSEE) Lake Jackson District.

In order to initiate riser and BOP pulling operations, the crew planned to install the riser spider/ gimbal on the rig floor. On 29 September 2020, the rig crew planned to lift the riser spider/ gimbal from the spider storage deck to the rig floor. The rig crew performed a pre-job safety meeting. The crew then proceeded to follow the lifting plan by attaching four slings to the 15 ton spider/ gimbal. According to the post incident statements, 'once the crane was centered and ready for lifting' the crane operator proceeded to lift the spider/ gimbal 'nice and easy.'

As the spider/ gimbal came up off the deck, it came in contact with a handrail which broke a weld holding a guard for the hydraulic hoses. The guard which is four feet long and weighs approximately 12 lbs., fell six feet ten inches to a walkway below, then bounced through a handrail and fell an additional nine feet six inches landing on the main deck. No personnel were in the area around the lift by design of the lift plan.

After reviewing the statements, photos and drawings; the BSEE investigation team determined the crew did not have adequate control of the spider/ gimbal during the lift for the work environment. The crane lifted the spider/ gimbal using a four-part sling in an environment which did not allow for much swaying movement. This allowed the spider to contact the handrail which caused the damage to the guard.

18. LIST THE PROBABLE CAUSE(S) OF ACCIDENT:

Work Environment - The work environment did not allow for enough space for horizontal swaying movement of the riser spider/ gimbal during the lift.

19. LIST THE CONTRIBUTING CAUSE(S) OF ACCIDENT:

- 1). Congested or hazardous workspace
- 2). Poor layout or design of workspace

20. LIST THE ADDITIONAL INFORMATION:

Corrective Action: Rig will install guides inside the hole in the spider to guide it straight up to clear all hazards and achieve better control of the riser spider.

21. PROPERTY DAMAGED:	NATURE OF DAMAGE:
Broken guard	Broken welds
ESTIMATED AMOUNT (TOTAL):	\$

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The Lake Jackson District does not have any recommendations at this time.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

28. ACCIDENT CLASSIFICATION:

26. INVESTIGATION TEAM MEMBERS:

29. ACCIDENT INVESTIGATION
PANEL FORMED: **NO**

Nicholas Fraiche/ James Holmes (author)

OCS REPORT:

27. OPERATOR REPORT ON FILE:

30. DISTRICT SUPERVISOR:

Stephen Martinez

APPROVED

DATE:

02-NOV-2020